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NINTH ANNUAL REPORT

OF THE

Savannah, Albany and Gulf



RAIL ROAD COMPANY,

May, 1863.



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NINTH ANNUAL REPORT

OF THE

President and Directors

OF THE

Savannah, Albany and Gulf

RAIL ROAD COMPANY.

To the Stockholders.

May, 1863.

Savannah, Georgia.

George N. Nichols, Printer.

1863.

Directors.

JOHN SCREVEN, PRESIDENT.

JOHN BOSTON.

WILLIAM DUNCAN.

JOHN STODDARD.

R. D. ARNOLD,

SOLOMON COHEN.

E. C. ANDERSON,

HIRAM ROBERTS,

CHARLES GREEN,

JOHN W ANDERSON,

H. D. WEED,

C. A. L. LAMAR,

WM. B. HODGSON,

REPORT.

Office Sav'h, Albany & Gulf Rail Road Co. }

SAVANNAH, MAY 1ST, 1863. }

The President and Directors respectfully present the Ninth Annual Report upon the affairs of the Company for the year ending May 1st, 1863.

Subjoined will be found the Reports of the Superintendent, Treasurer, and Engineer, to which reference may be made for any information desired more in detail.

The following consolidated statement of the total receipts, and of the total expenditures, ordinary and extraordinary, will afford the Stockholders a complete view of the financial operations of the Company for the past year, and their results. By ordinary expenditures is to be understood, such as have related to the regular operation and business of the Road—by extraordinary expenditures, such as have gone to the accounts of re-construction, new extensions, liquidation of floating liabilities and interest on the same, interest on bonds of the Company and on guaranteed stock, and the purchase of a machine-shop at Thomasville.

Cash on hand 1st May, 1862,	\$13,149 30
Received of G. Gregor, amount of outstanding Bills 1st May, 1862,	11,885 99
Received for Capital Stock paid in,	900 00
“ for Confederate Bonds and accrued interest,	1,141 87
“ for Mail Service,	8,783 06
“ for Passage the past year,	264,033 09
“ for Freight “ “	245,354 97
	<hr/> 545,248 28
Less amount due by Confederate States, \$66,614 83	
“ Freight Bills uncollected,	15,914 79
	<hr/> 82,529 62
Total Cash Receipts,	<hr/> \$462,718 66

ORDINARY EXPENDITURES.

Salaries, - - - - -	\$4,060	44
Repairs of Road, - - - - -	57,660	77
Maintenance Motive Power, - - - - -	63,211	84
Current Expenses, - - - - -	38,881	59
Goods Lost, - - - - -	1,547	38
Stock Killed, - - - - -	5,373	60
Printing and Stationery, - - - - -	3,924	54
Repairs of Bridges, - - - - -	33,178	37
Maintenance of Cars, - - - - -	35,274	00
Incidental Expenses, - - - - -	9,568	03
	<hr/>	<hr/>
	252,680	56

EXTRAORDINARY EXPENDITURES.

Stock Atlantic and Gulf Rail Road Co.	\$20,100	00
Bills Payable, - - - - -	103,472	66
Interest Account, - - - - -	3,329	49
Filling Altamaha Trestle, - - - - -	6,707	50
Florida Branch Rail Road, - - - - -	3,480	03
Improvements Savannah Depot, - - - - -	3,361	72
Filling Ogeechee Trestle, - - - - -	4,266	60
Extension to Lamar's Canal, - - - - -	3,025	00
Machine Shop at Thomasville, - - - - -	8,000	00
Connecting Line to Central Rail Road, - - - - -	1,867	04
Interest on guaranteed 7 per cent Stock, - - - - -	1,724	30
Interest on Bonds, - - - - -	19,369	00
	<hr/>	<hr/>
	178,703	34
	<hr/>	<hr/>
	431,383	90
	<hr/>	<hr/>
Cash on hand, - - - - -	\$	31,334 76

Thus it will be seen, that the actual cash receipts of the Company for the past year, amount to \$462,718 66, including \$13,149 30 cash on hand May 1st, 1862, and \$11,885. 99 of freight collected since that date. There is due by the Confederate Government \$66,614 83. Freight Bills uncollected on the 30th ultimo, amounted to \$15,914 76, which will pass to the account for 1864. The total earnings of the Company then, including all receipts and credits, amount to \$545,248 28.

The expenditures having been exclusively cash should be balanced against the actual cash receipts. These, ordinary and extraordinary, amount to \$431,385 90, which leaves cash on hand \$31,334 76. The ordinary expenditures, as before defined, amount to \$252,680 56, or \$65,279 61

more than for the previous year. This large increase is explained by the great advance in the prices of material and labor, and by the necessity of laying in large supplies of subsistence, clothing, and of numerous necessities in anticipation of any scarcity of material and increasing elevation of prices.

The Report of the Superintendent justly urges upon your attention the deficiency in the amount and kind of the Rolling Stock of the Company. The causes of this serious misfortune grow out of the total dependence of the country upon foreign production for nearly every species of railroad material. With iron, coal, and lumber abounding within the limits of the Confederacy, yet from the very institution of Railroads in the South until the declaration of an independent government, every article necessary to railroad equipment was purchased from Northern works. Freight cars, it is true, were constructed at home, but every bolt and rod, every wheel and axle, every nail, spike and screw, every sheet of tin, every ounce of solder, every gallon of oil and every pound of paint came from the workshops and factories of the North. Locomotives and passenger cars came from the same source of supply, or were constructed at the South at greatly enhanced cost. With our Ports blockaded in the outset of the existing war, by the same people who have proved themselves not merely the political, but the industrial enemies of the South, it became impossible for the Company to obtain proper or sufficient material for increasing its means of transportation. There was neither time before the outbreak of hostilities to make arrangements for importation, nor, indeed, was it anticipated that in despite of the total suspension of Commerce, the freighting of the Road would be increased, but that on the contrary, it would be so much diminished, as not to impose any considerable burthen upon the Rolling Stock then at command. The experience of 1861 appeared to sustain the correctness of these views, for the earnings of the Road from freight for 1861 amounted to

\$58,301.02 against \$97,491.80 for 1860, or nearly \$35,000 less. There was no reason apparently to anticipate that the experience of 1862 would differ from that of 1861, but when it was discovered that Southern Georgia and Florida were supplied with an abundance of cheap provisions from the crop of last year, the inadequate trains of the Company soon began to stagger under the large purchases of the government as well as of the people, the stations became surcharged with freight, and the necessity for an increase of transporting power became only too obvious. The Report of the Superintendent informs the Stockholders of the measures adopted to add to the number of Locomotives and cars, how far these measures have been successful, and what provisions are being made for the future.

It is no exaggeration to assert that the earnings of the Company for the past year would be one-half greater, could the general supplies of the country have been brought over the road with ordinary despatch and promptness. 162,040 bushels of corn have passed over the Road, principally since the month of July last, and it is highly probable, that had the Company possessed the means of running daily freight trains, nearly treble the quantity of this article alone would have been transported. The tri-weekly trains, with one irregular train, have been worked up to their full capacity, and yet it is estimated that a very large amount of corn, chiefly for government use, is still to come forward. This has been lately delayed in its movement, partially by the obstruction of transportation beyond Atlanta, but principally because the teams of the producers are now engaged in the fields and cannot be used for transportation to the Road until the new crop is laid by. Hence, the period of the year, which is usually an easy season of transportation, is likely to present a considerable business to the Road.

The rates of freight have been advanced, since the 20th ultimo, 100 per cent over the former rates of the Company, or 33½ per cent. over the then existing rates. This step was

not taken without much hesitation, but it was rendered necessary by the heavy appreciation in the prices of labor and provisions, and of every article of railroad material—an appreciation especially burthensome to an enterprise, which has as yet been unable to accumulate any reserved fund and is without any considerable nett income. The advance in the value of railroad material varies from three to twelve prices, or from 200 to 1100 per cent, while the advance in the price of labor is from 40 to 100 per cent. Some essential articles of furniture and equipment cannot be procured at any price. In the meanwhile, the Rolling Stock must undergo rapid wear and tear under the extraordinary service to which it is subjected, and a portion of the rail, which has now been laid about eight years, begins to show the necessary results of long continued use. To meet the cost of the swollen value of all material necessary to maintain the current operations of the Road and its equipment, and to provide a fund for the future additions necessary to sustain increasing transportation, as well as for other expenses incidental to the period, the Board of Directors have been forced to double the original rates of freight. The most flourishing institutions of the South have been driven to the same step, not it would seem from the same degree of necessity which compels this Company, but to enable them to realize their customary dividends, as well as to meet the cumulated values of the times. Unwilling however, without more pressing necessity, to impose any restraints upon travel, the Board of Directors have not changed the rates of passage, which are now materially lower than on some of the principal thoroughfares of the State.

The Report of the Chief Engineer, Mr. J. T. Stone, presents the condition of the Florida connection, which on the Georgia side of the Florida boundary, 25½ miles in length from Station 12. (Lawton), is complete and ready for the superstructure, except 1600 feet of low trestle, (about 13½ miles from Lawton) which can be readily constructed before

the track can be extended to that point. The Florida portion of the connection, 22 miles in length, is completely graded and bridged, (with the exception of the Bridge over the Suwannee River, which is about to be commenced) and is entirely furnished with cross ties.

The work upon the Georgia side of this connection was commenced in the month of April 1861, by Mr. F. P. Holcombe, who contracted to finish it, including the superstructure, by or before the first of July 1862, but the grading and bridging were not completed until the latter part of March last, as it was not deemed necessary to urge the work, when it was not in the power of the Company to obtain iron for the track. Much attention, however, having been recently drawn to the importance of more prompt and certain communication with the State of Florida, as a military as well as commercial measure, it is hoped that this valuable connection may be completed at no distant day.

The whole of this work was contracted to be done by Mr. Holcombe for stock of the Company, guaranteeing annual interest at seven per cent. payable semi-annually on the first of May and November. Scrip for \$70,400 of this Stock has been issued, sixty-nine scrip for \$100 each, one hundred and twenty-nine scrip for \$500 each, convertible into the general Stock of the Company at the option of the holder. To the sum of \$70,400 should be added \$4,232 15 for cost of engineering, and \$94 15 cash payment to the Contractor on account of fractional estimates, making the sum total expended for the Florida Branch to date, \$74,792 28, or \$2,930 45 per mile, for grading and bridging (except 1600 feet), for cross ties for about one mile of road, and for cost of engineering. At peace prices for superstructure, the cost of the Road per mile would be less than \$8,500.

The especial attention of the Stockholders is called to the proposed consolidation of the Stock of this Company with that of the Atlantic and Gulf Rail Road Company, and as the following extract from the recent annual Report of the

latter Company affords a brief and sufficient explanation of the objects of the measure, it is here introduced.

“Such have been the intimate and apparently inseparable relations of the Atlantic & Gulf and Savannah, Albany & Gulf Rail Road Companies, that a consolidation of the two has for some time past been a subject of the most earnest consideration to the Directors of both companies. Finally in November last, a Bill was prepared with this object to be laid before the General Assembly. Unfortunately before any Legislative action could be taken the General Assembly was adjourned, and the subject deferred to a future session. The expediency and propriety of the measure can scarcely admit of argument. The objects of the two enterprises are practically one and the same, the point of separation of the tracks of the two railways is literally mathematical, one being merely a continuation of the other. The two lines are operated with the same Rolling Stock, and in every respect, admissible under the condition of distinct charters, the two Companies bear to each other the actual relations of an intimate partnership. The disadvantages of such relations, however unimportant, so long as harmony of feeling and strict agreement of views as to their common purposes exist between the companies, may, at any time and upon trivial occasion, seriously impair the prosperity of both. As it is, the present arrangement of their affairs demands the nicest adjustment of accounts of the most complicated character, and upon a basis, which, though carefully just and equitable in its provisions for both, may not always prove satisfactory to one or the other, and from which it may be impossible to make any acceptable change. If it be of importance to reduce the common interests of the two companies to a fixed and unchangeable harmony, it would seem most judicious to consolidate them at once into a permanent, legalized unity.

Economically considered, such an union presents the most obvious and important advantages. Dissever the two Companies, and each would be driven to the heavy expenditure necessary to purchase and maintain separate equipments of all kinds, (amounting absolutely to double the quantity necessary for the operation of both, when working together,) and to the maintenance of separate corps of officers, clerks and depot operatives. Upon the Atlantic and Gulf Rail Road Company, would devolve the excess of the burthen just now named, while that Company would be forced to an enormous expenditure for adequate ware-houses, offices, shops and fixed machinery, at one or the other of its termini, or both. All this expenditure so readily avoided, and seemingly so unnecessary to be incurred, amounting to perhaps a little short of a million of dollars, would be better devoted in carrying out the greater objects of both companies and in extending the Road to a point where its successful results will be beyond all mere speculation. The Atlantic and Gulf Rail Road is not now the great thoroughfare of commerce and travel for which it was projected, and

cannot become such, until its lateral connections are fully established and it attains its terminus on the Gulf of Mexico.

Can such a consolidation prove injurious to either one Company or the other? The Savannah, Albany & Gulf Rail Road Company stands entirely clear of every dollar of floating liability. The Atlantic & Gulf Rail Road Company stands in the same fortunate position, even while its road is still in process of construction, all of its grading completed and paid for, excepting about six and a half miles, and with abundant means to meet the cost of the remainder and to go far towards meeting the expense of the superstructure of the whole division between Thomasville and Bainbridge. The funded debt of the Savannah, Albany & Gulf Rail Road Company is \$341,200, payable in 1879, and amply secured by the endorsement of the city of Savannah. The funded debt of the Atlantic & Gulf Rail Road Company amounts to \$500,000, payable in 1881. With no floating liabilities existing against either corporation, and with every prospect of an easy liquidation of funded liens which cannot embarrass the profitable operation of either Road, there can be no fundamental financial objection to an union of the two institutions.

Nor is there any condition in the charter of either corporation in conflict with such a proposition, so far as their separate interests are concerned. If there be any, let it remain unchanged so far as it may pertain to either Company. If the State has been careful in guarding her interests, and those of her citizens, in the charter of the Atlantic and Gulf Rail Road Company, let the protectives she has established in granting the charter remain untouched. They do not and cannot endanger the welfare of either Company, nor embarrass the accomplishment of the great objects for which both were created. In fine, the proposed consolidation can only result in a concentration of capital for the public good, in the enhancement of the common credit of both institutions, and in the harmonious pursuit of a policy which no dissensions should be permitted to weaken, and which is now bringing and will continue to bring abundant prosperity to every interest within its influence.

Subjoined to this Report is the Act for the consolidation of the Stock of the two Companies, passed at the recent extra session of the General Assembly, which is not, however, of force until accepted by the Stockholders, and until the terms and conditions of the consolidation are determined by the Boards of Directors and by a majority of votes of the Stockholders in each Company. The period of time which has elapsed since the passage of the Act has been too brief, to permit either Board of Directors to give to a plan of consolidation that degree of deliberation which is due to a measure of so

much importance. It is therefore respectfully suggested, that the present annual meeting, when it adjourns, shall meet again on the third Wednesday in June next, to afford the Boards of Directors sufficient time to mature and adjust a plan of consolidation, and present the same for the consideration of the Stockholders.

Respectfully submitted,

JOHN SCREVEN, *President.*

AN ACT.

To authorize the consolidation of the Stock of the "Savannah, Albany & Gulf Rail Road Company," and the "Atlantic and Gulf Rail Road Company," and for other purposes.

SECTION 1. Be it enacted by the Senate and House of Representatives of the State of Georgia in General Assembly met, and it is hereby enacted by the authority of the same, That the Savannah, Albany & Gulf Rail Road Company and the Atlantic and Gulf Rail Road Company be, and they are hereby authorized and empowered to consolidate their Stocks upon such terms and conditions as may be agreed upon by the Directors of said Rail Road Companies, and ratified by a majority of the Stockholders thereof, and the said Rail Road Companies, when so consolidated, shall be known as "The Atlantic and Gulf Rail Road Company." Provided, That nothing herein contained, shall relieve or discharge either of said Companies from any contract heretofore entered into by either, but this Company shall be liable on the same.

SEC. 2. Be it further enacted by the authority aforesaid, That the Stockholders of said consolidated Rail Road Companies, by such corporate name and in such corporate capacity, are made capable in law to have, purchase and enjoy such real and personal estate, goods and effects, as may be necessary and proper to carry out the objects herein specified and to secure the full enjoyment of all the rights herein and hereby granted, and by said name to sue and be sued, plead and be impleaded in any Court of competent jurisdiction, to have and use a common seal, and the same to alter at pleasure, and to make, ordain and establish such rules, by-laws and regulations as shall seem necessary and convenient for the government and protection of said corporation, the same not being contrary to the laws or Constitution of this State, and generally to do and perform and execute all such acts, matters and things, as may appertain to corporations of like character.

SEC. 3. And be it enacted by the authority aforesaid, That the several immunities, franchises and privileges granted to the said Savannah, Albany & Gulf Rail Road Company and the Atlantic & Gulf Rail Road Company by their original charters and the amendments thereof, and the liabilities therein imposed, shall continue in force, except so far as they may be inconsistent with this Act of consolidation.

SEC. 4. And be it further enacted by the authority aforesaid, That nothing in this Act shall be so construed as to impair the covenants and obligations of the Atlantic & Gulf Rail Road Company with and to the State of Georgia, and that as long as the State of Georgia shall continue to be a Stockholder in said consolidated Roads, that the Seventh and Eighth Sections of the Charter granted to the said Atlantic & Gulf Rail

Road Company on the Twenty-seventh day of February, in the year one thousand eight hundred and fifty-six, shall continue in force, and that the sixth section of such charter, shall remain in force permanently. Provided, that nothing in this Act shall be so construed as to affect or impair any right or rights which connecting Rail Roads had or were entitled to under the Charter of the Atlantic and Gulf Rail Road Company.

SEC. 5. And be it further enacted by the authority aforesaid, That all laws and parts of laws militating against this Act be and the same are hereby repealed.

JOHN BILLUPS, President of the Senate.

JAS. W. MOBLEY, Secretary of the Senate.

WARREN AKIN, Speaker of the House of Representatives.

L. CARRINGTON, Clerk of the House of Representatives.

Assented to, April 18th, 1863.

JOSEPH E. BROWN, Governor.

Superintendent's Report.

SUPERINTENDENT'S OFFICE,
SAVANNAH, ALBANY & GULF R. R. }
Savannah, April 30th, 1863. }

Major JOHN SCREVEN, President.

SIR.—I herewith submit to your consideration my Report for the year ending 30th April, 1863, from which it will be seen that the gross earnings have been \$518,171 12 or 109¹/₁₈ per cent over that of the year previous.

EARNINGS FOR THE YEAR ENDING APRIL 30th, 1863.

For Freight W., by Freight Train,	\$45,276 14	
“ “ “ Pass. Trains	17,768 61	
	<hr/>	
Total Freight West,	\$ 63,044 75	
“ Passage West,	143,158 33	
	<hr/>	
“ “ and Freight West,		\$206,203 08
For Freight East by Freight Train,	\$166,997 52	
“ “ “ Pass. “	15,312 70	
	<hr/>	
Total Freight East.	\$182,310 22	
For Passage East,	120,874 76	
	<hr/>	
For Passage and Freight East.		303,184 98
		<hr/>
For Passage and Freight East and West.		\$509,388 06
For Mails,		8,733 06
		<hr/>
Gross Earnings,		\$518,171 12

The earnings for Passage have been \$264,033 09, for Mails \$8,783 06, for Freight \$245,354 97, showing a total of \$518,171 12 during the year. 80,245 Passengers, exclusive of those furnished with Transportation by Government, have passed over the Road. The earnings for Passage have been \$65,023 23 for transportation of Troops, and \$199,009 86 for local or regular passengers, showing a total of \$264,033 09, against \$160,713 13 for the year previous, an increase of \$103,319 96, or 64 $\frac{1}{3}$ per cent.

The Expenditures for operating the Road have been as follows

Transportation Expenses.—Including the Wages of Salaried Officers, Clerks at Savannah Depot and Way Stations. Agents on line of Road, and at Thomasville, Conductors, Train Hands, Laborers at Savannah Depot and Way Stations, and subsistence for them \$42,942 03

Incidental Expenses.—Including Advertising, Postage, Doctor's Bills, Medicines, Casualties and all other contingent expenses not enumerated under either of the other heads, 9,568 03

Repairs of Road. — Including Wages of Supervisor, Overseers and Negroes, cost of Provisions, Clothing, Ties, Spikes, Tools, Repairs of Cars, Shanties and all Materials necessary on repairs of Road, 57,660 77

Repairs of Bridges.—Including Wages of Supervisors, Bridge Builders and Negroes,

cost of Provisions, Clothing, Tools, Repairs of Cars, Shanties, spikes, lumber and other material required on Repairs of Bridges, 33,178 39

Maintenance of Cars.—Including wages of Master Carpenter, employees in Carpenter Shop, cost of oil, tallow, waste, castings, lumber and all other material required for maintaining, repairing and building Cars, 35,274 50

Maintenance of Motive Power.—Including wages of Master Machinist, Blacksmiths, Machinists, Engineers, Firemen and Laborers in Machine and Blacksmith shops, Cost of oils, tallow, waste, packing yarns, castings, fuel, water, and all material and labor required on repairs of Engines, 66,211 84
 Stock Killed, - 5,373 60
 Freight lost and damaged 1,547 38
 Printing and Stationery, - 3,924 54

Total Expenses, \$252,680 56

Total Earnings, - 518,171 12

Nett Earnings, 265,490 56

The increase in the receipts for Passage may be attributed mainly to the large number of Soldiers with their families and friends passing to and fro over the line. The pro rata for passage received for Passengers would have been much larger but for the number of Soldiers passing over the Road at reduced rates.

The earnings for Freight have been \$245,354,97

against \$78,543 99 for the year previous, an increase of \$166,810 98 or 212 $\frac{7}{20}$ per cent.

The receipts from Freight would have been much greater, were we provided with Rolling Stock sufficient to move produce as rapidly as it could have been offered. To perform the service of the Road with ordinary facility and promptness, our Rolling Stock, both Locomotive Engines and Cars, should be at least double in amount. Unfortunately too, our Stock of Cars, consisting principally of Platform Cars, is not adapted to the transportation of Grain and other perishable Freights offered to the Road in amounts unexpectedly large. The consequence has been a constant overcrowding of our Station Houses and delays which worked the most serious inconvenience, both to shippers and to the Company. Frequent efforts were made to increase our Rolling Stock by purchasing additional Locomotive Engines and Cars, but it was not until December last that we succeeded in purchasing from the Central Rail Road Co., two Locomotive Engines at a cost of \$13,000 00, and ten Box Cars at a cost of \$1200,50 each, with the aid of which we have removed Grain and other Produce nearly if not quite as fast as it was offered. The Ware Houses at several of the Stations and at Thomasville, are filled with Cotton awaiting transportation, which we unfortunately have not the means of furnishing at present, our Rolling Stock being regularly and fully engaged in moving provisions and Government supplies.

The business of the last season has been one of an unexpected character. Owing to the unfortunate condition of the country, an unusually large grain and

provision Crop was planted throughout South West Georgia and Florida, a large portion of which, if not the entire disposable crop, has been forced to pass over this Road on account of the ports of Florida being closed. If you will but consider the disparity in the weight of Grain and Cotton, together with the inconvenience and labor of transporting the former, you will readily perceive the disadvantages under which we have labored. Rail Road Cars are estimated to carry but a given weight with safety, it matters not whether they are loaded with Grain, Cotton or other produce. Eight tons, or 16,000 lbs., is considered one full car load, and is all that a car is expected to carry with safety. Allowing then, that Grain is cultivated in the place of Cotton, and that one acre of ordinary good land will produce one half bale or 200 lbs. of cotton, the same land when planted in corn will produce twelve bushels or 672 lbs. of corn, about 250 lbs. fodder and about 300 lbs. of peas, making 1,222 lbs. when planted in grain, against 200 lbs when planted in Cotton. The grain weighing six times as much as the Cotton, requires a great deal more labor and a much larger number of cars to remove it, with the same dispatch with which Cotton could have been removed.

The expenditures for the year have been \$252,680 56 against \$187,400 95, an increase of \$65,279 61 or 34 $\frac{5}{6}$ per cent, over that of the year previous. The excessive high price of all supplies necessary for the successful operation of the Road, many of which could not be had at any price, together with the increased wages of operatives, have swelled the expenditures to a much

larger figure than it would have been under ordinary circumstances. It has also been deemed advisable to lay in a supply of provisions and such other indispensable articles of subsistence as could be secured. One year's supply of Shoes, Corn, Bacon, and other provisions have been purchased at reasonable prices—also a large quantity of Lard to be manufactured into oil. It having been found exceedingly difficult to procure oil, I have deemed it expedient to establish an Oil Press and manufacture what Oil we may require, so far at least, as the necessary material for so doing can be secured. The want of the necessary tools and machines for performing and expediting the work necessary for the construction of Cars, has become a source of serious inconvenience and has been much felt by this Company. With a view therefore of increasing the number of our Cars and offering additional facilities for their construction, a steam Machine Shop, containing Lathes, Planing Machine, Drill Press, Boring Machine, and a few other tools very useful in such work, has been purchased at Thomasville for the sum of \$8000, and will be put in operation as soon as the necessary lumber required for Car building (which is now under contract) can be secured. Attached to the Machine Shop is a Grist Mill, also in running order.

The Rolling Stock is not in as good condition as it was at my last report, owing to the scarcity of the necessary materials for repairing and renewing it. Eight Freight Cars, attached to an irregular train which was thrown from the track in November last, were destroyed or so badly injured as to render them unfit for

repairs. An old negro man, acting in the capacity of Train Hand, was so seriously injured as to die from the effects shortly after. The accident occurred on the trestle over Forrest Pond, about 49 miles west of Savannah, and was occasioned by the heating of one of the journals which burnt the truck in two—disarranging the running gear and throwing the car from the track. There have been several other accidents of a less serious nature.

The Rolling Stock of the Road consists of

Thirteen Locomotive Engines,
Eight First Class Passenger Coaches,
Four Mail or Second Class Cars,
Three Express Cars
Fifty Freight Box Cars,
Eighty Three Freight Platform Cars,
Ten Platform Stock Cars,
Thirty Two Platform Repair Cars,
Four Crank Cars.

A total of 194 Cars,

Three of the First Class Passenger Coaches were built for Mail, Baggage, and Second Class Cars, and were originally used as such, until within a few months, when owing to the increased travel and the want of sufficient accommodation, it was deemed proper to convert them into regular Passenger Coaches, by removing the Mail and Baggage apartments and substituting seats in their places. It also became necessary on account of the large number of Live Stock that was offered for transportation, to convert several of the Platform Cars into Stock Cars. We propose increasing the number of Stock Cars still

further preparatory to next fall's business. I am also in hope of being better prepared to remove the next crop, provided the necessary iron work and castings for building Cars can be secured. The lumber for forty Cars have been ordered, and the work will be commenced as soon as the lumber can be obtained. The shop recently purchased will be brought into service, and cars built and placed on the Road, as rapidly as the running gear can be secured. The Engines have been severely taxed and require overhauling—the tires of some are much worn and need renewing, but this cannot be done at present on account of the impossibility of procuring new tires. The Engines, however, with but few exceptions, have performed their trips regularly and successfully. Nevertheless we cannot with any safety rely upon our present Rolling Stock to perform the large business that will be offered so soon as the ports are opened. I would therefore respectfully recommend, that some steps be taken to procure Locomotive Engines from abroad, say ten or twelve, to be ready for shipment as soon as the blockade is raised. For further particulars, relative to the condition of the Engines and Cars you are referred to tables No. 8 and 9

9,205 Bales of Cotton have passed over the Road during the year. The number would have been much larger but for the causes above stated, viz the scarcity of Rolling Stock and such as we had being fully engaged removing provisions and Government produce. For the fuller detail of the principal articles transported over the Road you are respectfully referred to Table No. 6.

The Road bed is in about the same condition as it was at my last Report. I then proposed and designed as soon as the necessary Rolling Stock could be spared, to ballast certain portions of the Track and widen the cuts and embankments.—work which is much needed—but owing to the heavy pressure of business I have not been able to spare the Rolling Stock necessary for the prosecution of the work. The renewal of ties has been continued, though not to the extent I anticipated or desired, owing to certain Contractors failing to deliver their ties according to contract and the difficulty of making new contracts. 14,96 Ties have been removed and replaced by new ones. The Iron in many places is showing signs of lamination, and will need renewing ere long. Portions of the Track on the Western end of the Road is laid without chairs, and I would recommend that they be procured and placed in the Track as soon as possible. The Bridges are in far better condition than they were at my last Report. A large portion of those on the first Fifty miles West of Savannah have been rebuilt and are in good condition. Portions of the embankment over the great Ogeechee Swamp and Rice Fields continue to settle and will no doubt do so for some time, until it shall have forced its way through the swamp mud and found a clay or gravel foundation. The settling renders the Track uneven and unsightly in some places. It is however, closely watched, is perfectly safe by passing slowly over it, and is filled in whenever required. Some of the Bridges on the Western end of the Line have required overhauling and are now

in very good order. The entire upper portion of the Great Ogeechee Trestle except the Draw Bridge has been rebuilt during the past year. That over the Little Ogeechee was renewed last year. Preparations are now being made to drive additional Piles and rebuild the lower portion and Draw Bridges of the two Ogeechees. During the year, portions of the Trestle Bridges over the Altamaha Swamp, Back Swamp, and Forest Pond, have been filled in. For further particulars relative to the work, you are referred to the Engineer's Report. I propose extending the Lattice over the Altamaha River, to the first abutment East of the River, about 100 feet. The contract has been let to Mr. A. Reppard. The Bridge is now framed, ready to be raised, and will be completed about the middle or latter part of July.

Yours, Very Respectfully,

G. J. FULTON,

General Superintendent.

Engineer's Report.

ENGINEER'S DEPARTMENT, SAV., A. & Gulf R. R. }
Savannah, April 20th, 1863. }

MAJOR JOHN SCREVEN, President.

SIR.—I submit a report from this Department showing the amount of Trestle Bridging for which embankment has been substituted, the amount yet to be filled, and the present condition of the work on the Florida Branch from Station No. 12.

Of the original two miles of Trestle work across the Great Ogeechee River and adjacent swamps, there remains but twenty-three hundred and seventy-five feet, including 850 feet of First Class Trestle across the River, the balance having been filled at a cost of \$51,885,00. Of the 13,600 feet originally in the Altamaha Swamp from Jones' Creek to Doctor Town, 6,900 feet has been filled at a cost of \$58,446,55, and a further reduction of 2,200 feet is now being effected, which will leave as permanent 4,425 feet, or a little more than four-fifths of a mile of Bridging, of which, the Lattice Bridge (633 feet) over the main stream forms a part. A contract has also been entered into with Messrs. Walthour & Snyder, to fill during the present year—except short spaces in each—the Trestles across Mount Hope, McIntosh, Gaulding, McCowen's Creek, and Dunham's Mill Creek. These Bridges are low and the work will not be very costly. The entire bridging at present on the Road, amounts to 13,351 lineal feet. This will be reduced during

this year to 8,224 feet, or three hundred feet over one and a half miles. Many of the shorter Bridges may also be filled entirely or reduced in length, as soon as the Company can obtain the necessary material for building brick Culverts or Abutments. It having been proposed to substitute embankment for the present Trestle work over Morgan Lake, I have in obedience to your instruction, made some examination there for the purpose of ascertaining the difference in the cost of an embankment, and a Lattice or Howe Truss Bridge, resting on brick Piers.

I find the Lake in the deepest place to be 20 feet at low water; its average depth 16 feet; and its width from bank to bank 525 feet, and that it rises in time of freshets about 11 feet, or within about six feet of the top of the present Trestle work. I have never had an opportunity of ascertaining the rate of the current during high water, but presume it cannot be less than two or three miles an hour. These facts will enable you to form an idea of the pressure to be resisted.

I submit in a separate statement the result of my estimates, and need not refer to them here further than to notice the fact that a Bridge will cost twenty-five thousand dollars more than an embankment. If therefore the first cost was all we had to be governed by in making a decision, we would of course decide at once upon building an embankment. But I am of the opinion that, whilst an embankment might possibly be made to resist the current of water, it is by no means certain. I think therefore it will be better for the Company to spend twenty-five thousand dollars

extra in building a Bridge, than to rely upon the uncertain strength of an embankment.

Besides, if you were to succeed in building an embankment across the Lake sufficiently strong to resist the pressure of water, you would gain but little more than a choice of evils, as you would then have to leave an opening of near one thousand feet between it and the River which might otherwise be filled.

This would involve you in the perpetual expense of keeping up a second Class Trestle work, or else in the cost of a Bridge such as would be required over the Lake itself. In the latter case the difference in cost of the two Bridges would amount to but little, as the extra cost of foundation in the Lake would be very nearly counterbalanced by the greater length of the Bridge in the Swamp. For as the bottom of the lake is rock, and not very uneven, the masonry may be built either on crib work or *Caissons*, at much less expense than foundations under such structures, in so great depth of water usually cost. Another reason why the Lake should not be filled is, that it gives a much better water way than an opening in the swamp would, which is no small consideration.

The Florida Branch with the exception of a short distance on Section No. 5, is ready for the superstructure. I need not therefore refer to it here, further than to state the cost of each Section of it. The part referred to above as unfinished is in Bee Bay $13\frac{1}{2}$ miles from the Junction, where suitable material for building an embankment could not be obtained. It is 1600 feet in length and will have to be temporarily Trestled before the track can be laid. No timber has

yet been procured for the superstructure, except a few cross ties and stringers on Section No. 8. The following is the cost of items designated on each Section.

Section No. 1.	Clearing, Grubbing and Grading,	8,063,39	
" "	Bridging	599,77	
			<hr/>
			\$8,663,16
" "	2. Clearing, Grubbing and Grading,	7,163,16	
" "	Bridging,	625,60	
			<hr/>
			\$7,788,76
" "	3 Clearing, Grubbing and Grading,	8,394,12	
" "	Bridging,	1,531,20	
			<hr/>
			\$9,925,32
" "	4. Clearing Grubbing and Grading,	5,214,48	
" "	Bridging,	1,005,41	
			<hr/>
			\$6,219,89
" "	5. Clearing. Grubbing and Grading,	6,294,78	
" "	Bridging,	537,48	
			<hr/>
			\$6,832,26
" "	6 Clearing, Grubbing and Grading,	10,021,63	
" "	Bridging,	1,305,63	
			<hr/>
			\$11,327,26
" "	7 Clearing, Grubbing and Grading,	7,168,74	
" "	Bridging,	1,072,69	
			<hr/>
			\$8,241,43
" "	8 Clearing, Grubbing and Grading,	6,934,80	
" "	Bridging,	716,99	
" "	Cross-ties and stringers,	775,00	
			<hr/>
			\$8,426,79

"	"	9 Clearing, Grubbing and Grading,	3,594,17
"	"	Bridging,	475,69
			<hr/>
			\$4,069,26
			<hr/>
		Total,	\$71,494,13

Respectfully submitted,

J. T. STONE, Chief Engineer.

Balance Sheet Savannah, Albany & Gulf Rail Road Company, April 30th, 1863.

Atlantic & Gulf Rail Road Stock,.....	\$ 200,100 00	Capital Stock,.....	\$1,330,000 00
Augusta & Wayn-shore' Rail Road Stock,.....	500 00	Seven per cent Guaranteed Stock,	76,400 00
Construction Account,.....	1,317,221 18	Company Bonds	841,200 00
Interest Account,.....	3,329 49	Freight account,.....	215,554 97
Right of Way,.....	16,387 77	Mail Service,.....	8,783 06
Rolling Stock,.....	199,020 88	Passage Account,.....	264,033 09
Salaries,.....	4,060 44	Profit and Loss,.....	44,939 41
Savannah Depot,.....	63,667 95	Atlantic & Gulf R. R. Co.,	54,768 51
Seven Depot,.....	558 33	Suspense Account,.....	3,604 50
Surveys in Alabama,.....	900 00		
Improvement Alabama Trestle,.....	18,407 50		
Incidental Expenses,.....	9,568 03		
Repairs of Road,.....	57,660 77		
L. M. Hamilton, Agent,.....	15,914 79		
Maintenance Motive Power,	63,211 84		
Current Expenses,.....	38,881 59		
Florida Branch, Rail Road,.....	75,726 28		
Improvements Savannah Depot,....	52,698 72		
Goods Lost and Damaged,.....	1,547 38		
Improvement Ogeechee Trestle,.....	12,866 60		
Stock killed,.....	5,373 60		
Printing and Stationery,.....	3,924 54		
Repairs of Bridges,.....	33 178 37		
Confederate Bonds,.....	4,358 13		
Interest on 7 per cent Guaranteed Stock,.....	1,724 30		
Maintenance of Cars,.....	35,274 00		
Connecting line to C. Rail Road,.....	4,677 47		
Interest on Bonds,.....	19,369 00		
Branch to Lamar's Canal,.....	3,025 00		
Machine Shop at Thomasville,	8,000 00		
Confederate States,.....	66,614 83		
Cash in M. & P. Bank,.....	31,334 76		
	\$2,369,083 54		\$2,369,083 54

D. MACDONALD, Treasurer.

List of Stockholders.

Names.	Shares.	Names.	Shares.
Arnold, Mary E.	5	Brown, Jas. A.	5
Arnold, R. D.	10	Bank State of Ga.	7
Amorous, M.	5	Bourquine, G.	2
Aiken & Burns,	5	Battersby, W & Co.	20
Austin Stewart,	5	Butler, G., Trustee,	1
Anderson, J. W	10	Backer, A.	3
Axon, R. F.	3	Chatham Academy,	25
Askew, Thos. A.	1	Cay, Raymond	10
Anderson, J. W., Trustee,	2	Cooper, J. M. & Co.	5
Addison, Jas. R.	2	Cumming, G. B.	50
Armstrong, B. R.	10	Cullen, Hugh	15
Anderson, S. C.	20	Cohen & Hertz	10
Ashe, Mrs. Sarah, Guardian	1	Condon P	5
Ashe Charles B.	2	Coilins, J. P	3
Ashe, Mrs. Sarah,	1	Cooper, C. P	1
Burroughs, J. W., Adm.	5	Claghorn, J. S.	5
Burroughs, Benj.	2	Cunningham, John	5
Borchert, A.	5	Cruger, N.	1
Blair, F.	2	Chapman, John	5
Bassenger, W. S.	1	Cloud, C. A.	10
Bandy, J. W	2	Cohen, Solomon,	10
Butler, A. F.	5	Cornwell, F. W	2
Bulloch, W. H.	3	Crauston, U.	5
Berrien, J. M.	5	Cox, Wm.	1
Brigham, H.	17	Cuyler, W. H.	5
Burke, Wm.	1	Courvoisie, J. A.	3
Baker, W. S.	5	Christie, Luke	5
Burke, Thos.	1	Constantine, P. L.	2
Paker, W. Q.	5	Constantine, R.	5
Barnett, Jane,	5	Cohen, M. A.	1
Boston, John,	10	Conn, G. M.	2
Byrd, H. L.	1	Cooper, John	5
Bennett, A. F	1	Curran, Patrick	10
Butler & Frierson,	5	Condon Margaret,	4
Borchert, C. F.	7	Champion, Aaron	22
Bowen, Mrs. A. E., Guard'n	20	Dunham, J. L.	5

Names.	Shares.	Names.	Shares.
Duggan, M.	10	Gaudry, J. B.	5
Demere, F. H.	1	Gammon, J. F.	10
Daisey, B.	2	Gainey, Isaac	2
Duncan, Wm.	10	Gilbert, P. H. & children	5
Dickerson, H. J.	25	Gunby, J. H.	1
Doe, Jacob F.	2	Giles, Wm.	4
Dasher, J.	3	Grest, Valentine,	8
Daniel, E.	2	Grovensteen, B. Trustee	1
Dowell, Thos.	1	Gordon, M.	19
Davis, W. H.	5	Gue, F. L.	5
Davidson, W. M.	5	Howard, Jacob	5
Devanny, John	3	Hopkins, C.	5
Davis, Joseph O.	3	Henges, Margaret	2
Davis, John E., Guardian	2	Haupt, W. L.	1
Dixon, Wm.	5	Huger, T. P.	2
Einstein & Eckman,	6	Hines, Charlton	26
Fleming, P. W.	5	Haywood, A.	11
Ford, Thos.	6	Holcombe, Thos.	5
Fulton, G. J.	6	Heidt, E.	2
Fraser, S. A.	20	Hendry, E. D.	1
Fleetwood Green,	5	Hines J. J. & Bros.	10
Foley, Owen, Est. of	25	Harrison, John	1
Fulton, Silas	3	Hulihan, M.	1
Fallegant, J. E.	5	Henderson, Thos.	3
Fulton, W. P.	1	Hunter, Wm.	2
Fisk, S. A.	1	Habersham, Susan	5
Fallegant, J. G.	5	Hitchcock, Jas. H.	2
Foley, John	1	Horlbeck, Peter,	2
Finlayson, John	8	Hirsch, H.	3
Fawcett, A.	7	Helmkin, M.	5
Fabian, J. L.	1	Houston, J. W.	5
Flemming, T. W. Agt.	2	Hodgson, Wm. B.	10
Flanery, John	4	Haupt, John	1
Fleshman, Sarah	5	Haupt, J. L. Trustee,	1
Ford, T. C.	10	Haupt, A. J. J., L. & J. Jr.	7
Gerardeau, W. P.	3	Horton, H. P.	40
Goodal S.	6	Harrison, T. D.	10
Gillum, H.	5	Hough, E. C.	4
Gammell, John	1	Heaghany, J.	15
Gnann, Fred. Jr.	6	Hardee, N. A.	10
Gordon, G. A.	1	Jones, A. S.,	10
Gaudry, J. E.	5	Jesse, John D.	1

Names.	Shares.	Names.	Shares.
Jacobs, Peter	3	McKenzie, D. J.	5
Johnston, Otis & Co.	2	Murchison, John	5
Johnston, James	5	Mallett & Co. D.	1
Kollock, P. M.	5	McGowan, J. S.	2
Kelly, J. J.	5	Marsh, Mnlford	5
Knapp, N. B.	10	Morrell, I. W.	25
Kent, Alfred	2	Marshall, Mary M.	25
Kine, Wm.	15	Martin, Angus	2
Kent, E.	1	Mackall, R. C.	1
Kennedy, John	10	Martin, W. G.	10
Lipmann, Joseph,	7	McMahon, John	2
Leigh, Wm.	2	McIntire, Robt.	3
Lathrop, H. & Co.	12	Martin, E. H.	5
Lama, John	5	Mehrtens, J. G.	2
Lloyd, Thos. E.	5	McAlpin, A & Bros.	5
Low, A. & Co.	50	May, W. H. & Co.	5
Levy, J. C.	1	Mallory, John	2
Linder, J. F.	1	Mann, Margaret M.	3
Luce, A. B.	5	Meldrum, R.	1
Lake, Wm.	5	Magill, C. A. Trustee,	1
Legriel, Louis	1	Miller, Elbert	2
Lachlison, James	15	McCabe, E.	2
Lachlison, Robert	15	McAllister, J. L.	10
Lockett, W. & B. G.	73	Minis, A. Trustee	5
Luffburrow, M.	10	Mehrtens, H. C.	20
Lampee, C.	12	Monahan, Jas.	100
Lillenthal, M.	3	Norman, J. H.	2
Littienthal, L.	3	Nichols, Geo. S.	32
Lamar, C. A. L.	27	Nichols, Geo. T.	1
Law, Wm.	5	Nichols, D. B.	5
Lovell, J. M. B.	1	Naylor, Thos. J.	10
Lovell, J. M. B., Trustee	5	Nevitt, J. W.	5
Lamar, G. B.	16	Norton, J. R.	5
Lavin, M.	37	Nevitt, Lathrop & Rogers	5
Mallard, J. B.	10	O'Rourke, Owen	5
McHenry, James	5	Owens, John W.	5
Monahan, Hugh	10	O'Conner, David	3
Morrall, Mrs. C. C.	5	Oliver, John	1
McCoy, Jos. S.	5	Owens, Geo. S.	2
Mallard, R. G. Trustee	2	O'Conner, Dennis	5
Meinhardt, H. & Bro.	3	O'Byrne, J. H.	5
Mallard, L. J.	1	Olcott, W. H.	5

Names.	Shares.	Names.	Shares.
Posey, John F.		1 Shaw A J. C.	5
Posey, J. H.		1 Smets, A. A.	22
Postell, Sarah B.		1 Savage, John	5
Pinder, N. T.		1 Sheftall, M. Jr.	5
Potter, James	100	1 Staley, Geo. N.	1
Pelot, J. F.	2	1 Stacey, Ezra	7
Palines, Geo. F.	5	1 Scranton, D. T	5
Prendergast, Thos.	2	1 Stoddard, John	104
Patterson, Mrs. S. B.	1	1 Schley, J. M.	7
Purse, J. A. Trustee	1	1 Stark, W W	5
Quarterman, T. W.	1	1 Sullivan, James	3
Quinn, W W	2	2 Snider, Jas. J.	2
Quarterman, Hetty A.	2	2 Savannah, City	10383
Russell, P M.	2	2 Shiels, P K.	5
Rahn, Wm.	2	2 Scudder, John	10
Russell Waring,	1	1 Sherlock, Johu	2
Rose D & W.	2	2 Scudder, Amos, Est.	10
Remshart, D.	2	2 Symons, W R.	5
Roberts, Hiram	10	10 Solomous, A. A.	10
Rahn, Alex. H.	3	3 Stibbs, H.	5
Remshart, W	32	32 Saussey, Mrs. M. G.	5
Richardson, J. A.	2	2 Shingler, W P	2
Rober, T.	2	2 Stevenson, John	6
Robertson, Geo. Jr.	5	5 Seltzer, Henry	11
Rosenband, J	5	5 Simpson, Miss C.	4
Remshart, D., Trustee	8	8 Smith, Sarah	9
Raiford, R., Estate of	2	2 Smith, Hannah M.	9
Rahn, Irvin	7	7 Smith, Sarah, Executrix	9
Ritterbush, J. J.	5	5 Schwartz, Charles	10
Roach, James	5	5 Snider, John	41
Screven, J. P.	450	1 Taylor, W S.	1
Screven, John	10	10 Troup, D. H. B.	5
Screven, Ada	10	10 Tebean, Lewis C.	1
Screven, Thos. F.	10	10 Ten Broeck, J. D.	2
Screven, Geo. P.	10	10 Tift, Nelson	10
Screven, J. S.	10	10 Thompson, J. C.	1
Scriven, John, Trustee.	5	5 Telfair, Margaret	10
Shaw, John	1	1 Tinsley, W. B.	1
Smith, W R.	1	1 Titcomb, Geo. H.	5
Smith, Wm.	2	2 Thomason, H. J.	1
Sorrell, F.	3	3 Thompson, A. E.	3
Stevens, Jos. L.	2	2 Tefft, Sarah F.	5

Names.	Shares.	Names.	Shares.
Turner, Ella	3	Wood, E. F. & Co.	10
Treanor, John	115	Williams, J. M.	5
Van Horn & Humphries,	4	White, Christopher	15
Van Horn, C.	6	Winn, W. J.	2
Winn, W. W	5	Winn, Thos. S. Admr.	8
Wallace, N.	5	Wylly, G. W	1
Weed, H. D.	52	Wayne, Virginia W	2
Whitehead, B.	5	Watts, Jas. G.	5
Wilson, Charles	5	Walthour, Mrs. M. A.	5
Way, S J.	5	Walthour, Taylor	5
Webb, J. T	2	Walthour, Robert	5
Winn, J. Wilson	8	Williams, W Thorne	6
Williamson, John	10	Walthour & Snider,	108
Williams Wm.	5	Weed, Cornwell & Co.	10
Wragg, John A.	1	Weed, H. D. Trustee	5
West, C. W	5	Woodbridge, Wylly	10
Waldburg, Jacob	40	Young Easton	2
Woolfe, N.	11	Young, W P.	5



